

Message Text

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44

ACTION EB-07

INFO OCT-01 ARA-06 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 CIEP-01 FAA-00 SY-05 IO-13

PM-04 H-02 L-03 NSC-05 PA-01 PRS-01 SP-02 SS-15

USIA-06 TRSE-00 /081 W

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FM AMEMBASSY MONTEVIDEO

TO SECSTATE WASHDC 2325

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E.O. 11652: N/A

TAGS: EAIR, UY

SUBJECT: INTERNATIONAL AIRPORT SECURITY: URUGUAY

REF: STATE 212490

1. SUMMARY. IN RESPONSE TO REFTEL, EMBOFF EXPRESSED TO GOU THE USG'S CONCERN FOR ADEQUATE SAFETY MEASURES AT INTERNATIONAL AIRPORTS IN LIGHT OF CONTINUING TERRORIST ATTACKS. THE IMPORTANCE OF UNIVERSAL ADHERENCE TO ICAO SECURITY STANDARDS WAS ALSO STRESSED. EMBOFF CONVEYED THE HOPE THAT GOU WOULD COMPLETE RATIFICATION OF 1970 HAGUE AND 1971 MONTREAL CONVENTIONS. DESPITE RECENT FAA TRAINING OF TWO GOU AIR FORCE OFFICERS, OVERALL AIRPORT SECURITY AT URUGUAY'S ONLY INTERNATIONAL AIRPORT, CARRASCO, REMAINS EXTREMELY LAX WITH MINIMAL SCREENING OF PASSENGERS. AIRPORT HAS NOT TRANSIT LOUNGES. END SUMMARY.

2. IN RESPONSE TO REFTEL, EMBOFF SPOKE WITH GOU CIVIL AVIATION DIRECTOR, CITING RECENT TERRORIST ATTACK IN INSTANBUL AND EXPRESSING US STRONG DESIRE TO ACHIEVE MORE UNIVERSAL ADHERENCE TO ICAO SECURITY STANDARDS. EMBOFF ASKED GOU TO CONSIDER A REVIEW OF EXISTING SECURITY PRACTICES AT CARRASCO AIRPORT AND TO CALL ON USG FOR ANY NEEDED TRAINING AND TECHNICAL ASSISTANCE.

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3. ALTHOUGH THE 1970 HAGUE AND 1971 MONTREAL CONVENTIONS WERE APPROVED BY THE COUNCIL OF STATE ON 9/30/75 AND BY THE EXECUTIVE BRANCH ON 10/7/75, THE RATIFICATION INSTRUMENTS HAVE YET TO BE DEPOSITED. GOU EXPECTS TO DO SO IN OCTOBER.

4. DISTANCE FROM CENTERS OF PALESTINIAN TERRORIST ACTIVITY, URUGUAY'S LOW PUBLICITY VALUE TO THEM, AND GENERAL TIGHT SECURITY MEASURES THROUGHOUT THE COUNTRY AND NEIGHBORING SOUTHERN CONE COUNTRIES LEAD TO LOW PERCEIVED LEVEL OF THREAT, ALTHOUGH GOU AUTHORITIES WOULD BE RECEPTIVE TO FURTHER TRAINING/VISITS. IN MAY 1976, TWO URUGUAYAN AIR FORCE OFFICERS, LT.COL.(RET) JUAN C. GONZALEZ (CHIEF OF ALL AIRPORTS IN SOUTHERN URUGUAY) AND MAJOR RUEBN FERNANDEZ (CHIEF OF CARRASCO AIRPORT) ATTENDED AN FAA COURSE IN OKLAHOMA CITY DEALING WITH AIRPORT SECURITY.

5. FAA SECURITY INSPECTOR WILLIAM L. RACH VISITED URUGUAY IN FEBRUARY 1976 BUT EMBASSY HAS NOT RECEIVED REPORT OF FINDINGS OR RECOMMENDATIONS, IF ANY. THAT REPORT SHOULD CONTAIN ADDITIONAL EVALUATION OF CARRASCO PROCEDURES.

6. EMBASSY ASSESSMENT OF AIRPORT SECURITY: MONTEVIDEO'S CARRASCO AIRPORT WAS BUILT IN THE 1940'S AND IS TOO SMALL AND OUTDATED EVEN FOR THE RELATIVELY SMALL AMOUNT OF TRAFFIC IT HANDLES (TOTAL OF 741,128 ARRIVING AND DEPARTING PASSENGERS IN 1975). THERE IS NO TRANSIT LOUNGE, ALTHOUGH ONE IS PLANNED FOR A SMALL NEW WING WHICH IS BEING BUILT. EMBASSY KNOWS OF NO AIRLINE STOPPING IN MONTEVIDEO WHICH ALLOWS PASSENGERS TO DEBARK FOR THE RELATIVELY BRIEF PERIOD THAT PLANES WITH CONTINUING FLIGHTS ARE ON THE GROUND. PAN AM, VARIG, AND LAN-CHILE SHARE A WALK-THROUGH METAL DETECTOR WHICH IS OLD AND INADEQUATE. EQUIPMENT IS NOT USED CONSISTENTLY AND MISSION DOUBTS THE ADEQUACY OF OPERATOR TRAINING. PASSENGERS' CARRY-ON LUGGAGE IS CHECKED IRREGULARLY. EUROPEAN AIRLINES MAKE SPOT CHECKS ONLY WHEN THERE IS REASON TO SUSPECT SOMEONE. LARGE NUMBERS OF PASSENGERS BOARD REGIONAL AIR CARRIERS AT MONTEVIDEO FOR BUENOS AIRES' AEROPARQUE AIRPORT. ASIDE FROM THE GENERAL PRESENCE OF AIRPORT POLICE (WHO DO NOT CHECK PASSENGERS), NO SECURITY MEASURES ARE IN EVIDENCE FOR THESE OR FOR DOMESTIC FLIGHTS. IN SHORT, AIRPORT SECURITY IS EXTREMELY LAX.
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Message Attributes

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